

THE WEATHER FORECAST.
Generally fair to-day and to-morrow;
light southerly winds.
Highest temperature yesterday, 83; lowest, 63.
Detailed weather, mail and marine reports on page 6.

The Sun

IT THINKS FOR ALL

VOL. LXXXIV.—NO. 1.

NEW YORK, FRIDAY, SEPTEMBER 1, 1916.—Copyright, 1916, by the Sun Printing and Publishing Association.

ONE CENT

In Greater New York, Jersey City and Newark, TWO CENTS.

T. R. IN HIS FIRST HUGHES SPEECH AROUSES MAINE

Thousands at Lewiston Cheer Roosevelt in Old Time Rally.

CALLS HYPHENATES GUILTY OF "TREASON"

Blames Wilson's Lack of Leadership for Anti-American Activities.

COUNTRY "AT WAR" DESPITE PEACE CRY

Condemns Administration's Policy in Mexico and Demands Preparedness.

Lewiston, Me., Aug. 31.—Republican, militant and rampant, surged over this end of Maine to-night. Androscoggin county was swept from its Democratic moorings and in the inspiration of Theodore Roosevelt's presence roared itself hoarse, as any good Republican crowd would, for Americanism and Hughes and Fairbanks.

More than 3,500 men and women squeezed into the City Hall auditorium in this city to hear Roosevelt. About 3,000 more filled the Empire Theatre and the Union Square Theatre, where overflow meetings were held. Some overflow thousands had to be content with hearing Roosevelt on his arrival and on his way from one meeting place to another.

An Old Time Rally.
There is nothing comparable to the enthusiasm of a small city on its big night, and this was Lewiston's big night. Fireworks, marching clubs, the screech of brass bands, the flare of a torchlight parade and streets lined with the city's entire population, yelling and cheering—all this was part of Lewiston's reception of the former President.

Booming of cannon announced the arrival of the trolley car that brought him up from Portland. It was the signal for rushes in various directions. One crowd went to catch the first look at Roosevelt; others hurried to the De Witt Hotel where he was to dine; still others took time by the forelock and made sure of seats in the galleries of the auditorium.

It was not simply Androscoggin county that was out in force. All the six counties in the Second Congress district, of which Lewiston is the centre, confederated their enthusiastic Republican delegations. Marching clubs came up from Portland and down from Bangor. Roosevelt, his face tanned, hopped out of his automobile at the De Witt Hotel and through a lane of cheering men and women went upstairs to dinner. This he took with an old Maine woods guide, "Bill" Sewall by name, who, later as a man who had known Roosevelt for forty years, had a seat on the auditorium stage.

Teddy, We're With You.
If Lewiston has fire regulations that were violated at the meeting, but it would have required a strong fire force to back the back of the crowd. Roosevelt, it was clear, enjoyed the pushing and the cheering and the cries of "Teddy, Teddy, we're with you!" "Teddy, the brotherhood are here!" a man shouting out as the Colonel was about to begin his speech.

The former President turned to him. "Hurry," he said, and that meant more cheering.

Oxford county sent a delegation bearing a stuffed bear cub. The man carrying it did not know exactly where to place it.

"Bring it up here," Roosevelt said, and the Teddy bear was planted on the platform at his feet.

In the rush into the hall a slip of a girl was carried almost to the platform, where she was caught in a jam. Roosevelt left his seat to open a way for her and she got a chair right under the speaker's eye. His eyes, in his judgment, it would be a grave misfortune for the people of the United States to neglect Mr. Wilson.

U. S. TO RETALIATE ON BRITISH BLACKLIST

Ship and Revenue Bill Clauses First Step in Policy of Administration.

WASHINGTON, Aug. 31.—Commercial retaliation upon the Allies, especially England, for the blacklist and other interference with American trade, has been decided upon by the State Department and Congress. The first step in this policy is the shipping bill and the pending revenue bill which contain provisions that are the first step in this policy.

The shipping bill amendment, which has passed both houses, as a retaliation gives the Secretary of the Treasury, Mr. McAdoo, discretionary power to refuse clearance papers to all ships refusing to take American merchandise on grounds other than lack of space. This amendment is designed to retaliate against the British decline to accept the goods of American blacklisted firms.

The revenue bill amendment proposed by Senator Jamieson, today, which President Wilson discretionary power to prohibit the importation into this country of goods which cannot be imported into foreign countries from the United States.

This is aimed at the British embargo restricting the shipment of American goods, said to be a British attempt to depreciate its price and then monopolize its sale. This embargo eliminates Holland, the Scandinavian Powers and the Central Empires from the market.

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RUMANIANS, IN BULGARIA NOW, TAKE RUSTCHUK

Invading Army Crosses Danube and Occupies Key City to Railroad.

OPENS WAY TO BLACK SEA PORT AND SOFIA

Austrians, Alarmed, to Give Up 15,000 Square Miles in Transylvania.

RUSSIANS ON WAY THROUGH RUMANIA

Greece Expected in War in 48 Hours—Remobilization Order Awaited.

Paris, Aug. 31.—Bulgaria as well as Hungary has been invaded by Rumanian troops. The Rumanians have crossed the Danube and occupied the city of Rustchuk. Russian troops began on Tuesday to pass south through Rumania, it is announced officially.

The Austro-Hungarians are finding it impossible to withstand the Rumanian advance and have decided to surrender to the invaders almost all of Transylvania before making a stand. This will give the Rumanians possession of some 15,000 square miles of territory, an area greater than that of Belgium.

There is great alarm in all the Teutonic capitals at the sudden and successful thrust of Rumanian armies through five mountain passes into Hungary. A council of war is to assemble shortly at Vienna at which Kaiser Wilhelm, the Emperor Francis Joseph and Czar Ferdinand of Bulgaria will be present.

Despatches from Berlin via London say that the Bulgarian and Turkish declarations of war against Rumania will be delivered simultaneously.

A despatch from Amsterdam says that the Rumanian Minister at Sofia asked for a second invasion of Bulgaria. There are reports that Bulgaria wants a separate peace.

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MANAGERS AND UNION LEADERS IN 9 HOUR PLEA TO SENATE COMMITTEE

Flagrant Efforts to Gouge Public Reported to Authorities.

PRICE OF FOWL UP 8 CENTS OVER NIGHT

Garden Truck, Not Carried by Railroads, at Prohibitive Figure.

WASHINGTON, Aug. 31.—Rival claimants in the railroad strike controversy for nine hours to-day spoke before the Senate Committee on Interstate Commerce. Judge Robert S. Lovett, W. P. Thom, Elsie Lee and J. W. Sheehan spoke for the railway managers and A. B. Garretson, W. G. Lee, William E. Stone, Samuel Gompers and W. S. Carter spoke for the brotherhoods, and there was an array of orators representing shippers and the public.

Out of the nine hours argument two facts stood clearly. In the estimation of all affected parties Congress alone can prevent a strike, and the public eventually will foot the bill for an eight hour day with ten hours pay which the trainmen demand. The railroad executives and the shippers insisted that the strike order at least should be postponed and the four brotherhood chiefs declared with equal vehemence it could not be.

All sides apparently were more or less satisfied with the hearing, which had given them an opportunity to lay their cases before the public.

A dramatic scene in which A. B. Garretson, spokesman for the trainmen and president of the Order of Railroad Conductors, spoke for the brotherhoods, and there was an array of orators representing shippers and the public.

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TEXT OF 8 HOUR BILL O. K'D BY WILSON TO AVERT STRIKE

Congress Measure Fixes December 1, 1916, for Starting New System—Pro Rata Pay for Overtime—Commission to Study Change.

WASHINGTON, Aug. 31.—This is the bill which President Wilson has accepted as a curtailment of his programme, the passage of which by Congress probably will avert the nationwide strike of 400,000 men scheduled for next Monday. The measure was drawn by Representative W. C. Adamson of Georgia, chairman of the House Committee on Interstate Commerce, and reads as follows:

BE IT ENACTED by the Senate and House of Representatives that:

SECTION 1.—Beginning December 1, 1916, eight hours shall in contracts for labor and service be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation of all employees who are now or may hereafter be employed by any common carrier or by any railroad which is subject to the provisions of the act of February 1, 1887, entitled "An Act to Regulate Commerce," as amended, and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads from any State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from one place in a territory to another place in the same territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

SECTION 2.—That the President shall appoint a commission of three which shall observe the operation and effects of the institution of the eight hour standard work day, as above defined, and the facts and conditions affecting the relations between such common carriers and employees during a period of not less than six months nor more than nine months, in the discretion of the commission, and within thirty days thereafter such commission shall report its findings to the President and Congress; that each member of the commission created under the provisions of this act shall receive compensation as may be fixed by the President. The sum of \$25,000, or so much thereof as may be necessary, be and hereby is appropriated out of any money in the Treasury not otherwise appropriated for the necessary and proper expenses incurred in connection with the work of such commission, including per diem travelling expenses of members and employees, and rent, furniture, office fixtures and supplies, books, stationery and other necessary expenses, the same to be approved by the chairman of said commission and audited by the proper accounting officers of the Treasury.

SECTION 3.—That pending the report of the commission herein provided for and for a period of thirty days thereafter the compensation of railway employees subject to this act for a standard eight hour workday shall not be reduced below the present standard day's wage and for all necessary time in excess of eight hours such employees shall be paid not less than a pro rata rate for such standard eight hour workday.

SECTION 4.—That any person violating any provision of this act shall be guilty of a misdemeanor and upon conviction shall be fined not less than \$100 and not more than \$1,000, or imprisoned not to exceed one year, or both.

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HOUSE MEASURE WITH THREE PROPOSALS TO BE VOTED ON AT 4:30 TO-DAY.

GAG RULE TO LIMIT DEBATE IN CONGRESS

SENATE REPUBLICANS IN UGLY MOOD, MAY BLOCK ITS PASSAGE THERE.

WASHINGTON, Aug. 31.—To-night the shadow of the threatened railroad strike is passing.

WILSON IN WARNING TO BROTHERHOODS

Effect of Legislation Will Be to Postpone Labor Crisis 10 Months.

WASHINGTON, Aug. 31.—To-night the shadow of the threatened railroad strike is passing.

This was the opinion here at a late hour after President Wilson and the Administration leaders of both House and Senate had approved a plan of legislative action which will be acceptable to the heads of the four brotherhoods and to which the railroad executives, however reluctant, will submit.

The plan consists in a bill providing for the local establishment of an eight hour day for train employees with pro rata pay instead of time and a half for overtime and the creation of a commission to study the effect of the legislation upon the railroads.

This Administration measure was introduced in the House today by Chairman W. C. Adamson of the House Interstate Commerce Committee. It will be put through tomorrow under a rule limiting debate and setting a fixed hour for the final vote.

By nightfall it will be in the hands of the Senate. Whether it will be passed by that body on Saturday, in time to enable the threatened strike to all, or the strike set for the next Monday is a question.

Early Feeling in the Senate.
The Senate Judiciary committee in line with the House. The Senate has generally agreed to support the measure. Among the Republicans there is some feeling, but from the reports of the Senate Judiciary committee, it has been placed in the hands of the Senate.

The Administration measure is entirely satisfactory to the brotherhood leaders. The measure, they say, will be a relief to the President and the Administration. The measure, they say, will be a relief to the President and the Administration.

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